



BENGALURU SMART INFRASTRUCTURE LIMITED

Queries/Request for Additional Information

Name of work: Design and Construction of 3-Lane Underground Twin Tunnel Road from Hebbal Esteem Mall junction (Km.0+000) to Silk Board KSRP Junction (Km.16+000) along with 3-lane/2-lane entry & exit ramps including operation and maintenance in Bengaluru City (North South Corridor) - on MODIFIED BOOT MODE

Tender Notification No. BSMILE/SE/TEND/03/2025-26 Dated 14.07.2025

PACKAGE 1: HEBBAL ESTEEM MALL JUNCTION (KM. 0+000) TO SESHADRI ROAD, RACE COURSE JUNCTION (KM 8.748)

PACKAGE 2: Seshadri Road (Km 8.748) to Silk Board (Km 16.745)

Sl. No	Clause No	Query/ Clarification	Response from Authority
1	RFP clause 1.2.6 and DCA clause 25.5.1.	<u>Construction Support to be paid with GST:</u> As of now, the Construction Support amount is indicated as 40% of the Authority's estimated project cost, which is exclusive of GST. However, being a BOOT project, the concessionaire would be required to incur GST on its project cost. Therefore, we request that payments for Construction Support be made with applicable GST so that the viability of the project is improved. Kindly issue the addendum/corrigendum for revision of the cost for both the projects.	The VGF for Package I and II is fixed as follows: • Package I: INR 3,508 Crores • Package 2: INR 3,571 Crores Applicable GST on the above-mentioned VGF at 18% will also be paid to the Concessionaire
2	Schedule 3-A, clause 8	<u>Commercial development on shaft locations:</u> we suggest/recommend to the Authority to allow development of commercial building above the 5B+G structure proposed at each of the shaft locations. As envisaged in earlier draft of bid documents, 5B + G +15 story structure (industrial/commercial) may be allowed. Kindly issue the addendum/corrigendum for the same.	Revenues from further development of intermodal hubs as per Clause 12.8 of the DCA, are categorized as <i>ancillary revenues</i> and are provided to the Concessionaire solely as an optional additional source of revenue which is not being considered for the calculation of TCV. As per DCA – Clause 12.8, The Concessionaire shall be responsible for the development of two Intermodal hubs as part of the Project. Refer

			Appendix 1 of Schedule B for details on the suggested minimum structure that has to be developed by the Concessionaire. The design proposed for the Intermodal Hubs is indicative and may be altered by the Concessionaire, but the final plan and layout must be approved by the Authority. These hubs may be further developed by the Concessionaire, with prior approvals from the Authority, to generate Ancillary Revenues. Any additional cost to this effect shall be borne by the Concessionaire separately from the Project. The permitted FSI for these land parcels shall be a maximum of 5 (excluding the underground construction) as per the State's existing laws. The same shall be revised as and when changes to the State's permissible FSI are made. All necessary clearances, licences, permits, authorisations, no objection certificates, consents, approvals and exemptions required to be obtained or maintained under Applicable Laws in connection with the construction, operation and maintenance towards these Ancillary Revenue Streams are to be acquired by the Concessionaire. The Concessionaire shall have 100% rights on the Ancillary Revenues from the Intermodal Hubs. The land on which the intermodal hubs are developed, including all associated structures, shall be handed over to the Authority upon the termination of the Concession Period on an as-is, where-is basis. For the construction of Intermodal Hubs, the Concessionaire may employ separate EPC contractor(s) unrelated to the Tunnel Project, without any restrictions on the size of the package of work for each EPC contractor.
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